Hongkong Telegraph

No. 3896

SATURDAY, NOVEMBER 3, 1894.

THIRTY DOLLARS PER ANNUM.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " .....4 "
" 3 " .....3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 18th June, 1894. [20

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP .....£ 251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. [210

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | ChowTung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 [illegible] Fixed, 5 per Cent.

Hongkong, 23rd October, 1894. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND £275,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " .....4 "
" " " 3 " .....3 "

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, 17th May, 1894. [563

Insurances.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.

Hongkong, 5th April, 1894. [435

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1888. [910

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [1[illegible]

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1893.

SHAREHOLDERS are hereby requested to send in to this Office a LIST of their CONTRIBUTIONS of PREMIA for the year ending 31st December last, in order that the proportion of PROFIT for that year to be PAID as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1894. [1138

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE OF REMOVAL.

THE OFFICES of the Company have this Day been REMOVED to the CHARTERED BANK NEW PREMISES, No. 3, QUEEN'S ROAD CENTRAL, (next to the HONGKONG AND SHANGHAI BANK), FIRST FLOOR.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 29th October, 1894. [1133

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL BONUS of FIVE PER CENT. on CONTRIBUTIONS and a DIVIDEND of NINE DOLLARS per SHARE for the year 1893, will be PAYABLE on MONDAY, the 8th inst.

WARRANTS may be had on application at the OFFICE of the SOCIETY on and after that date.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, 6th October, 1894. [1042

THE PHARMACY,

JUST LANDED—The Finest Selection of SWEETS in Hongkong.

CADBURY'S CHOCOLATE CREMES, in boxes, cartoons and bulk.

FRENCH CONFECTIONERY and CRYSTALLIZED FRUITS of unsurpassed quality and in excellent condition.

Ex S.S. *Oceanic*—A fresh stock of the new and deservedly popular Headache and Neuralgia Cure—"BROMO SELTZER."

Sole Agents in Hongkong for "TANSAN," the New Japanese Table Water which contains 8 per cent. more Iron Carbonate than that of any similar Spa.

FLETCHER & Co.,
The Pharmacy,
25, Queen's Road Central.

Hongkong, 25th October, 1894 [28

"DERMATOL,"

MANUFACTURED by FARBWERKE, HÖCHST a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

DR. KNORR'S
LION BRAND
ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Compagnie.

Beware of spurious imitations.

Hongkong, 7th April, 1894. [446

NOTICE.

FROM the 16TH OCTOBER the SHANGHAI BUTCHERY will be prepared to SUPPLY BRAWN, LARD in BLADDERS, FRESH and PICKLED ENGLISH PORK, SAUSAGES, &c.,

Also,

BEEF, in JOINTS and CORNED, BLACK PUDDING'S, PORK and GAME PIES, SMOKED BACON and HAMS of the Finest Quality from PIGS FED and CURED by the above Butchery.

F. G. KEELING.

Shanghai, 6th October, 1894. [1084

"IRROY,"
CARTE BLANCHE,
CARTE D'OR Vintage 1887,
In Quarts and Pints.
CALDBECK, MACGREGOR & Co.,
Sole Agents.

Hongkong, 8th October, 1894. [1052

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
13, Queen's Road,

Hongkong, 29th August, 1894 [907

Intimations.

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS,
"KREMLIN"
A. B. C. Code.

TELEPHONE,
No. 32.

BOARD AND LODGING
FROM $5.00 PER DAY.
HYDRAULIC LIFT TO ALL FLOORS.

The HOTEL STEAM LAUNCH Conveys PASSENGERS and BAGGAGES to and from all MAIL STEAMERS.

R. TUCKER,
Manager.

HOTEL CHAMBERS.

BOARD AND LODGING
FROM $60 PER MONTH.

ROOMS TO LET on 2ND and 3RD FLOORS, FURNISHED or UNFURNISHED.

Apply to
R. TUCKER,
Manager,
or
R. LYALL,
Secretary.

Hongkong, 21st September, 1894. [229

LANE, CRAWFORD & CO.

SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR:—
INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
BELL'S SPECIAL ENGINE AND CYLINDER OILS.
PURE FRESH WATER SUPPLIED

LANE, CRAWFORD & Co

Hongkong, 16th July, 1894 TELEPHONE No. 97. [1125

DAWSON'S PERFECTION
OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East,
4, Queen's Road Central.

Hongkong, 11th December, 1893. [41

CENTRAL HOTEL,
SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address:—
"CENTRAL,
SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, *is now fitted* with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODIOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
PROPRIETOR.

730

W. BREWER.

JAPANESE HAND PAINTED CHRISTMAS CARDS.
Chinese hand painted Christmas Cards.
American Christmas Cards.
Letts' and Smith's Diaries, 1895.
Angel of the Revolution.
Blackmore's—Pearbycross.
George Moore's—Esther Waters.
Wills' & Collingridge's—Downfall of Lobengula.
Ewing—The Steam Engine and other heat Engines.
Nautical Almanacks, 1895.

PHILLIPS'S PLAINSPHERES, NORTHERN AND SOUTHERN.
Todd & Whall's Seamanship.
Kiplings Many Inventions.
New Stock of Tennis Bats, Nets, Poles, Balls, Shoes; New Walking Shoes and Boots.
Marion's Photographic Goods.
New Photo Frames, Mounts and Screens.
New Artists Goods.
New Dance Programmes, Invitation Cards, and Menus.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 1st November, 1894. [695

KELLY & WALSH, LD.

ARE NOW SHOWING THEIR NEW SEASON'S

'XMAS CARDS.

CHINESE, JAPANESE, ENGLISH, AMERICAN AND CONTINENTAL;

THE BEST PRODUCTIONS OF THE BEST MAKERS.

KELLY & WALSH, LIMITED.

Hongkong, 29th October, 1894 [48

Intimations.

WANTED

AN ENGLISH NURSE to look after TWO CHILDREN.

Apply to
"Z,"
c/o *Hongkong Telegraph* Office.

Hongkong, 1st November, 1894. [1142

NOTICE.

THE CHINESE TWINS, Two Boys joined together, have arrived from SHANGHAI, and are now on VIEW in FIRST FLOOR of No. 49, QUEEN'S ROAD CENTRAL, from 9 A.M. to 9 P.M.

ADMISSION .....20 Cents.

Hongkong, 16th October, 1894 [1054

TO SHIPMASTERS.

CAPTAIN F. H. PLUMMER,
(LATE OF THE PATAGONIAN NAVY.)
THE OLDEST STEVEDORE IN MANILA.
STEVEDORE AND CONTRACTOR.

COALS and all kinds of STORES SUPPLIED on the shortest notice and on the most reasonable terms.

Manila, 5th October, 1895. [1053

NOTICE.

THE UNDERSIGNED are prepared to GIVE ESTIMATES for FITTING the PATENT PROCESS on LAND and MARINE BOILERS for BURNING CHARBONNAGES COAL DUST.

GORDON & Co.,
BOWRINGTON FOUNDRY,
East Point.

Hongkong, 20th August, 1894. [893

NOTICE TO CAPTAINS.

MASTERS of Vessels arriving here CANNOT BE TOO PARTICULAR as to the SOURCE of supply of FRESH WATER, more especially during the present epidemic.

J. W. KEW & Co.'s STEAM WATER-BOATS enable them to SUPPLY VESSELS with any quantity of PURE FRESH WATER, with the greatest despatch and at moderate rates.

Call Flag "W," Commercial Code.

Office 18, Praya Central,

Hongkong, 14th June, 1894. [695

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1894. [1000

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
TUESDAY, the 6th November, 1894,
AT 2.30 P.M.,
at his SALE ROOMS, Queen's Road.

SUNDRY HOUSEHOLD FURNITURE, &c., Comprising:—

TAPESTRY COVERED DRAWING-ROOM SUITE.
MARBLE-TOP CENTRE & SIDE TABLES.
CHIMNEY GLASS, PICTURES & ORNAMENTS.
CHEFFONIER, GLASS BOOK-CASE and WRITING TABLES.
EXTENSION DINING-TABLE, SIDEBOARDS with BEVELLED GLASS BACK and WHATNOTS.
CARPETS and RUGS.
CROCKERY, GLASS and PLATED WARE.
DOUBLE and SINGLE IRON BEDSTEADS.
DOUBLE and SINGLE WARDROBES with BEVELLED GLASS DOORS, BUREAU with GLASS, CHEST of DRAWERS, DRESSING TABLE and MARBLE-TOP WASHSTAND.
ONE HAND SEWING MACHINE, LA VENCEDORA.

ALSO

About 10,000 SHANGHAI JUBILEE STAMPS, of which 5,000 are FULLY POST MARKED with JUBILEE DATE, the whole IN ONE LOT or IN LOTS to Suit Purchasers.

AND

ONE CHRONOMETER,
Belonging to the Estate of the late Captain JORDAN.

TERMS OF SALE:—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 2nd November, 1894. [1145

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"BENLOMOND,"
Captain A. W. S. Thomson, will load as above, and is due about the 4th November.

For Freight & Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th October, 1894. [1119

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain J. E. Hansen, will be despatched for the above Ports on TUESDAY, the 6th Instant, at 4 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 1st November, 1894 [1140

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"FOKIEN,"
Captain Davis, will be despatched for the above Ports TO-MORROW, the 4th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 3rd November, 1894. [1143

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship
"ESMERALDA,"
Captain G. A. Tayler, will be despatched for the above Port on MONDAY, the 5th Instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 2nd November 1894. [1144

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Goddard, will be despatched for the above Ports on TUESDAY, the 6th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd November, 1894. [1147

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLEDI,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notices to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 9th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd November, 1894. [1146

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"ARRATOON APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 3rd instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 1st November, 1894. [1139

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF RIO DE JANEIRO,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.

Hongkong, 30th October, 1894. [1

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th October, 1894 [4

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

HAVE JUST RECEIVED A CONSIGNMENT OF

ILFORD DRY PLATES,

¼, ½, 1/1, 10/8, 12/10,

and are offering the same at popular prices.

SENSITIZED ALBUMENIZED PAPER,

½ pl. in tins.

CHEAP AND RELIABLE.

DAKIN, CRUICKSHANK & Co., LD., VICTORIA DISPENSARY, HONGKONG.

Hongkong, 13th October, 1894. 13

THE HONGKONG DISPENSARY.

OUR LATEST NOVELTY.

A SAMPLE POCKET FLASK.

SUITABLE for TRAVELLERS or for PICNIC, LAUNCH or SHOOTING PARTIES has just been received and may be obtained filled with any of our WINES or SPIRITS at cost price.

PASSENGERS by STEAMERS will find it INVALUABLE on the voyage when refreshment is needed or they are suffering from SEA-SICKNESS after the bar is closed.

The FLASK is well made and finished, and when emptied will be worth keeping for domestic use. It can be readily adapted for a feeding bottle; would prove useful to carry milk or other nourishment for Children; or Tea, Coffee, Soup or other Fluid nourishment in tiffin baskets.

THESE SAMPLE FLASKS can be obtained filled at the following prices each:—

PORT.
B—60 cents. C—65 cents. D—80 cents.

SHERRY.
B—45 cents. C—50 cents. D—60 cents.

BRANDY.
A—60 cents. B—65 cents. C—80 cents.

BRANDY.
D—$1.40 cents. E—$1.70 cents.

WHISKY.
B—45 cents. D—60 cents. E—65 cents.

IRISH WHISKY.
A—50 cents. C—70 cents.

BOURBON.
60 cents.

JAMAICA RUM.
60 cents.

A—GIN.
35 cents.

A. S. WATSON & CO., LD.

Hongkong, 15th October, 1894. 15

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 3, 1894.

THE OPIUM REVENUE.

In our issue of the 19th ultimo we called attention to the fact that owing to the irritating and unwarranted interference with the Opium Farmer in the conduct of his business by the Water Police, in the presumed interests of the Chinese Customs, the market value of the monopoly had fallen in recent years from $19,800 to $24,000 a month, which was the highest offer made for three years lease from the 1st March of next year to the end of February, 1898. At the same time we pointed out that the Government, owing to the peculiar, not to say suicidal, policy pursued having practically killed the goose that laid the golden eggs found themselves on the horns of a dilemma, for they were confronted on the one hand with a certain loss to the revenue amounting to at least $158,400 on the next lease of the Farm or would have to "run" the business themselves with the very probable result that instead of netting $24,000 a month the profits accruing from the sale of the drug in the Colony would fall far short of that sum, insignificant as it appeared in comparison with the handsome yield of the monopoly a few years ago, and in the interests of the ratepayers the Government was urged to look well before taking the leap which they were, either rightly or wrongly, credited with being about to attempt. It is therefore satisfactory to learn that efforts have been made during the past week by the authorities to induce those who recently tendered for the Farm to give a little more than $24,000 *per mensem* for the monopoly. That was a sensible move which under ordinary circumstances would have been fairly certain to bear fruit in due season, but unfortunately the incidence of the monstrous Hart-Russell Convention has, as was only to be expected, proved an insuperable barrier to success in the direction indicated, the tenderers stolidly refusing to meet the Government half-way on the grounds, we believe, that it is doubtful whether the monopoly is really worth as much as $24,000 a month. The prospects of the immediate future are, therefore, anything but bright, for there is looming in the near distance a heavy burden of debt connected with the recent out-break of plague, such as, the enlargement of Tytam reservoir, etc., and at the same time a large falling off in one of our leading sources of revenue. But as the first loss is usually the least, the Government may have no cause to regret their action if they accept the highest tender rather than indulge in the risky experiment of running the opium business at the expense of the ratepayers who will, of course, have to make good any deficit resulting from a lamentable lack of that discretion, which is so often the better part of valour. There is no burking the fact that the policy inaugurated when the late Sir "Judas" Russell and Sir Robert Hart patched up the Convention that made it lawful for the Chinese Government to form a cordon of gunboats round the island and harrass the legitimate trade of the port, has proved disastrous beyond what the most formidable opponent of the measure—the *Hongkong Telegraph*, to wit—predicted at the time, and all that now remains to be done is to make the best of a bad job and devise ways and means of obtaining from China a substantial *quid pro quo* for the valuable concessions made to her by a short-sighted and weak-kneed administration.

TELEGRAMS.

THE CZAR.

LONDON, November 3rd.

Great consternation has been exhibited throughout Russia owing to the death of the Czar. Nicholas II., in a manifesto, says that he is mindful of his father's legacy, and vows to develop in a peaceful manner the power and glory of Russia, and the happiness of his subjects.

Official and private mourning in France is most demonstrative.

MORE LIFS.

Several Russian frontier stations [Where?—Ed. *Telegraph*] have been attacked by bands of Chinese deserters, who have seized arms and ammunition. At one station the Chinese were repulsed and lost sixty of their number in killed.

[Reuter's agent in London is apparently greatly in need of a sixpenny English dictionary—Ed. *Telegraph*.]

THE WAR IN THE NORTH.

Private advices from Shanghai received here to-day are to the effect that the Japanese have not landed on the Liaotung Promontory, nor are they anywhere near Port Arthur. The second Japanese Army Corps of 30,000 men has landed near the mouth of the Ngio River, about forty miles west of the mouth of the Yaloo, with a view to co-operating with the advance guard which is under orders to attack the Manchurian city of Funghua-sheng, which is about 85 miles east-north-east of the historical Korean border town named Wiju, or Aichiu.

This report is the only sensible item of news on this subject which has reached us for several weeks.

LATE TELEGRAMS.

LONDON, October 12th.

Parliament has consolidated the Merchant Shipping Acts. The new Act has arrived in India.

CALCUTTA, October 12th.

Baron Gaertner, Consul-General for Germany, broke his arm by an accident at Simla last night.

A Statute recently passed by Parliament has been published, regulating and restricting the wearing of Naval and Military uniforms.

PHILADELPHIA, October 13th.

The United States Government has declined to join the European Powers in any agreement which has for its object interference of any kind in the affairs of Korea. The Government of the Republic has strong objections to conclude entangling alliances abroad.

LONDON, October 13th.

Reviewing the Anglo-Japanese treaty, which recognizes the principle that the Japanese have the right to adopt whatever Customs policy may seem good to them, and the abolition of foreign jurisdiction in Japan, and as a *quid pro quo* that the Japanese should throw open the entire country to British trade and industry, the *Times* in a leading article this morning approves of the treaty in a general way, and says that the treaty is the inevitable outcome of the rapid adoption of Western ideas by Japan.

BERLIN, October 13th.

Germany has declined to join in the proposal of Great Britain for a combined intervention of the Powers in the China-Japanese war at the present juncture, and it is believed in diplomatic circles here that this decision on the part of Germany will end the project of joint intervention in state affairs in the Far East which had been thrown out by England for consideration by the Powers.

CAPE TOWN, October 14th.

News received from Delagoa Bay states that a fresh Kaffir attack on Lorenzo Marquez took place to-day, but the Portuguese succeeded in repulsing it. A renewal of the attack is threatened. The Portuguese troops at Lorenzo Marquez are inadequate to cope with the large force of insurgents besieging the establishment. The Government of the Transvaal has offered to send a strong Boer force with artillery to assist the Portuguese.

LONDON, October 15th.

King Alexander of Servia has left Belgrade on a visit to the Court of Berlin. On his way he stopped at Buda-Pesth and had a most cordial interview with the Emperor Francis Joseph.

News from Cabul regarding the serious illness of the Ameer Abdulrahman, rumours regarding which were lately current in India, are authoritatively confirmed here. The Viceroy of India's Council has been hastily convoked to discuss the situation in Afghanistan.

BRUSSELS, October 15th.

The elections which have been held under the new Liberal constitution have resulted in the Socialist candidates gaining an overwhelming victory over the other parties in Belgium.

BERLIN, October 15th.

While declining to intervene in the war between China and Japan, Germany is willing to co-operate with the other Powers for the protection of Europeans residing in the two belligerent countries. The German Admiral on the China station has been authorised to send twenty-four marines to Peking, if necessary, for the protection of the German legation there.

LISBON, October 15th.

A force of eight hundred men sailed from here to-day for Delagoa Bay.

LONDON, October 16th.

Doctor Jameson, the Administrator of Mashonaland, has been appointed a Companion of the Bath.

Lord Roberts, in an interview regarding the Ameer of Afghanistan's serious illness, said the presumption was that in the case of his Highness's death, it would be better for Europeans who are staying at Cabul to quit the capital as soon as possible, owing to the fanatical hatred the Afghans have against all Christian giaours.

CAPE TOWN, October 16th.

The Governor of Lorenzo Marquez has issued a proclamation that the Portuguese Government will not be answerable for the safety of anybody in the event of a fresh attack by the Kaffirs, unless the inhabitants gather at the market square of the town. A power of Zulu tribe of Maputas has joined the warlike Kaffirs, numbering about 7,000, under the Chief Mahazula, in order to attack the Portuguese. It is reported that the Chief Gungunhana, with a large force of Kaffirs, is marching upon Inhambane, a Portuguese station 200 miles north-east of Delago Bay.

VIENNA, October 16th.

The Austrian Budget was introduced into the lower House of the Reichsrath to-day. The accounts show that the surplus which was realised during last financial year amounted to two millions sterling.

LONDON, October 17th.

The Secretary of State for India was engaged the whole of yesterday morning in conferring with the heads of the India Office. It is stated that the subject discussed had reference to Afghanistan, owing to the critical condition of the Ameer.

LOCAL AND GENERAL.

A VERY suggestive article on "Backdoor Influence," and other matters of interest, are held over until Monday. Whilst honestly desirous of upholding public rights, the *Telegraph* is particularly anxious to avoid an action at law or criminal prosecution for libel, instituted by the Hongkong Government; but we shall know all we want to know before Monday.

IF you want to bring out what's in a man give him a sea voyage.

THE P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 28th ulto.

THE Hongkong-Macao liner *Haungshan* came out of Kowloon Dock at 11 o'clock this morning, after completing the usual annual overhaul, and left for Macao at 2 p.m. to-day.

THE Agents (Messrs. Dodwell, Carlill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Tacoma* left Tacoma for this port, *via* Japan ports, on the 31st ulto.

IT has been said that the most wise-looking being on earth is the young doctor treating his first case. Subsequently, he modifies his wise look. He knows there is nothing in it.

THE O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., from San Francisco to the 16th ulto., has arrived at Yokohama, and will leave for this port, *via* Nagasaki, on Monday morning.

RECENTLY, when a very young couple were being married in Hungary, the priest, instead of the usual nuptial benediction, offered up the appropriate prayer, "Father forgive them, for they know not what they do."

THE British cruiser *Æolus*, which arrived here to-day, passed the overdue English mail steamer *Rohilla*, which left Singapore two hours before her, on the 29th ultimo, battling with a strong north-east monsoon.

Old Soak—You are getting pretty fat, Biet, old man! You had better look out!

Berlin Biet—Yah, I ead and trink me a blenty for git fat; und den mein doctor tells me schmoke a blenty for git thin.

SILK-PLATED garments are said to be the rage in London for underwear. The surface is of silk and the back of wool, the combination embodying all the appearance of pure silk with the comfort and hygienic advantages of pure wool.

THE annual sale of work in aid of the Baxter Mission Schools, will be held in the City Hall, on Tuesday next, the 6th inst., from 3 to 6.30 p.m. By kind permission of Colonel Robinson and Officers the Band of the S. L. I. will be in attendance.

HARMSTON'S mammoth show, which opens at West Point on Tuesday, will arrive by the *Ancona* to-morrow morning. As the menagerie has been added to and the management have procured the best talent from Europe and America, their show should draw like one of Dr. Cantlie's very own plasters, even in these hard times.

THE "CHINAMAN," the musical trifle which is running a merry course at the Trafalgar Theatre, has won, says a London correspondent, what most theatrical managers will be inclined to regard as the enviable distinction of attracting the not too friendly attention of the Chinese Ambassador. It seems that his Excellency, or some member of his suite, has been to see the play, and has found the character of the Mandarin, who is a prominent feature of the cast, not to his liking. The illustrious individual, it is complained, is not treated with becoming dignity. Representations have consequently been made on the subject to the Lord Chamberlain, and this functionary has, astin duty bound, communicated the complaint to Miss Violet Melnotte, the lessee of the theatre. It does not appear that there has been an actual demand made for the withdrawal of the character, but it is likely that the *Chinaman* will undergo some important modifications, so as to remove all possible offence to the Celestial diplomatists.

AT last night's meeting of the "Odd Volumes," held at the Mount Austin Hotel, Dr. James Cantlie, who was announced to lecture on the "Great Wall of China, from a Geographical and Political point of view," gave a very interesting, if somewhat long drawn-out account of his personal experiences during a recent visit to Tientsin, Peking, and the Great Wall. The Geographical and Political part of the show was, doubtless owing to the lateness of the hour, left out, and the limelight illustrations, although under the experienced guidance of such renowned scientists and talented experts as Messrs. St. John Hancock and Sydney Etc. Skertchley, proved a complete frost. Brother Skertchley exhibited an admirable sketch of the far famed Tyrant tiger, as that ferocious animal appeared from palæontological data, thousands of years before Adam and Eve came to grief in the Garden of Eden, and, needless to say, the great artist's short description of that wonderful specimen of the animal kingdom was received with shouts of laughter. There was no debate, as the last train at 11.15 waits for nobody; and perhaps it was just as well. All's well that ends well. General Digby Barker was in the chair and, judging from his Excellency's exhausted appearance at the finish of the business, he must have started early in the morning watching for the Japanese fleet that is coming to take Hongkong. But Hongkong can rest in tranquillity; that terror of the Eastern Seas, the invincible *Mantjiera*, will at once be placed in commission, and until further notice the colony is safe. So mote it be!

THE silk *ex* steamship *Tacoma*, which left Yokohama on the 7th ulto. arrived at Tacoma on the 23rd, and arrived in New York on the 1st inst.

LARGE numbers of silver salmon are reported as having been caught lately at the mouth of the Nooksack river, Wash. Fish weighing from 10 to 16 pounds are sold at Whatcom for 10 cents each.

THE Mission steam-launch *Day Spring* will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m., on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

THE Earl of Rosebery has arranged to address a political meeting in St. Andrew's Hall, Glasgow, on Wednesday, November 14th, under the joint auspices of the Scottish Liberal Association and the Glasgow Liberal Council.

CONFUCIUS said centuries ago that the expectations of life depend on diligence, and the mechanic who would perfect his work must sharpen his tools. And yet, judging from recent events in Korea, it would seem that the Chinese have utterly neglected to follow the sound advice of their great Sage!

AT the Police Court this morning, before Mr. H. E. Wodehouse, Wong-hung, blacksmith, was charged at the instance of Inspector Quincey with administering morphine to a coolie at No. 39, First Street. A fine of $50 was imposed, or in default two months' hard labour. The worthy medico elected to go "aloft."

WE note from a recently compiled table of statistics that the total loss of life at sea by British vessels during the 17 years from 1876 to 1893 inclusive was 32,108 or an average of 1888 per year. According to a similar table published in 1887 the total loss for the 16 years preceding was 25,305, or an average of 1587 per year.

MRS. Horace Hayes, who will be well remembered throughout the Far East by many friends, we regret to see by our home sporting contemporaries, recently sustained a very severe fall when 'schooling' a young horse over timber. She was knocked senseless, but got clear of the horse and out of the way of all troubles, owing to her having on a safety skirt of her own invention. Alice Hayes was a clever actress, an accomplished rider, an able writer, and a large-hearted and most charming woman, and it is sincerely to be hoped that her injuries are merely of a temporary character.

THE adjourned meeting of owners of property in the "Forbidden City" was held at the Supreme Court at noon to-day to elect a representative on the Board of Arbitration under the *Taiping-shan Resumption Ordinance*. Mr. Bruce Shepherd presided, and there were also present Messrs. F. R. Bellilios, C.M.G., H. L. Dennys, V. H. Deacon, W. Danby, C. D. Wilkinson, J. Orange, G. C. C. Master, C. Ewens, Chow Cheung Fat (Secretary of the Man On Insurance Co.), Cheung Sow, J. M. d'Azevedo, and others. Mr. Deacon proposed and Mr. Wilkinson seconded that Mr. W. Danby, of the firm of Danby, Leigh and Orange, be elected, and it was carried unanimously.

IT is now settled, says the *London and China Express*, that the design for the new British dollar will have on one side a handsome commanding figure of Britannia standing, not sitting, as is the case on the copper coinage in Great Britain. On the other side will be the well-known Chinese key pattern design, with the word one dollar in English, Chinese, and Malay. The weight of the new coin is now definitely fixed at 416 grains 900 fine, or exactly the same as the Japanese *yen*. The new coins will, we trust, be in evidence ere long, and seeing that the present premium of Mexican dollars over bar silver is about 6 per cent., the British dollar will have a good start, and will, we may hope, soon establish itself in popular favour.

RUSSIAN feeling on the Korean question is being freely expressed in the *Novoe Vremya*, which is delightfully candid. A recent article in that Russian official journal says:—"Even the English press acknowledges that current events in Korea, by changing the general condition of affairs in the Far East, free Russia from her promise not to interfere in Korean affairs, in exchange for which England engaged to evacuate Port Hamilton. And, indeed, Russia cannot remain indifferent while she has Japan making conquests on her frontier. The seizure of Korea would be only the first step on the road to the active foreign policy of a nation possessed of a strong regular army and a good fleet. It would be strange if we looked on supinely while events were occurring which our sworn foes in the East, the English, acknowledge to concern us deeply. But merely refusing to acknowledge the new state of affairs in Korea will not be sufficient. Bulgaria is an instance of how well a State can get on without our acknowledgment. More active measures are necessary to cool the ardour of our Island neighbours and keep those other Powers at a distance who have no immediate interests in the Korean question, such as England, who arranges her colonial affairs without our taking part in them."

A DESPATCH from Washington dated September 30th says that, as required by the Act of August 28th, 1894, the Director of the United States Mint has estimated and the Secretary proclaimed the valued of foreign coins, and the changes are as follows:

	Value July, 1894.	Value Oct., 1894.
Bolivar of Bolivia	$0.457	$0.464
Peso of Central America	457	464
Shanghai tael of China	676	685
Haikwan tael of China	753	363
Tientsin tael of China	—	727
Chefoo tael of China	—	717
Peso of Columbia	457	464
Sucre of Ecuador	457	464
Rupee of India	217	220
Yen of Japan	493	500
Dollar of Mexico	497	504
Sol of Peru	457	464
Rouble of Russia	366	371
Mahbub of Tripoli	413	418

The estimate of the value of coins of countries having a single silver standard is made up of the average price of silver for the three months ending September 29th, 1894, viz: $641.27. There has been added to the list the Tientsin and Chefoo taels of China. These values govern in the settlement of Customs duties.

CRICKET.

THE CLUB *v.* ARMY AND NAVY.

This match between the Cricket Club and a combination of the Army and Navy was played on the Cricket Ground this afternoon before a fair number of spectators. During the afternoon the band of the Hongkong Regiment played in capital style an excellent selection of music.

The "combination" went to the wickets first, and although at the commencement the batting was somewhat uninteresting, it livened up considerably after the fall of the fifth wicket. With the score at 60 play was begun in earnest, and the telegraph board registered 105 runs before the sixth batsman was disposed of. The last three wickets fell for 125 runs, making a grand total of 230. Lieut. Strick played remarkably well, contributing 65, not out.

As will be seen by the following scores the Club was severely defeated:—

ARMY AND NAVY.

Pearson, b Smith	29
Corporal Miles, b Lowson	4
Captain Hadley, b Lowson, l	20
Markham, b Lowson	0
Midshipman Reinold, l b w	5
Captain Welman, c Smith, b Darby	27
Sergeant Bland, c Brady, b Lowson	10
Lieut. Strick, not out	65
Pound, run out	21
Major Lyle, b Anton	6
Dankin, c Kennedy, b Darby	17
Extras	10
Total	230

THE CLUB.

A. S. Anton, c Bland, b Markham	27
J. A. Lowson, run out	63
K. Freklel, b Bland	5
S. L. Darby, c Strick, b Markham	7
E. A. Ram, c Markham, b Bland	21
E. C. Ellis, b Bland	0
L. W. Mounsey, b Bland	0
T. R. Smith, l b w, b Bland	4
W. M. Thompson, not out	5
T. Kennedy, b Bland	1
G. G. Brady, c Welman, b Bland	2
Extras	11
Total	150

EUROPEAN ARBITRATION.

BY LADY COOK, NEE TENNESSEE C. CLAFLIN.

Just as "any rope is good enough to hang a dog with" so in the past any cause has been good enough for war. Chronic international hatreds and jealousies made the nations ripe to fight for imaginary injuries or advantages as readily as for real ones. Thus a spirit of contempt and animosity towards foreigners was encouraged by rulers so that they might the more easily excite the people to war fever whenever they desired it. The patriotism and genius of poets were enlisted on the same side. A century ago the mercenary pen of Dibdin fired the Navy to incredible heroism. He flattered every prejudice and foible of our simple-minded tars. Not a forecastle but rang with his songs:—

"While English bosoms boast English hearts,
We'll tip 'em all round a touch:
While with ardour each starts that nothing can quench,
We'll bang the Spaniards, belabour the Dutch,
And block up and laugh at the French.
Now the French while in harbour so snug and so sly,
'Bout their courage they make a fine rout;
If they'd have the whole world not believe it a lie,
Then, damme, why don't they come out?"

Of Nelson he wrote:—

"So you see the despatches was easily stow'd—,
'Twas no use with a history to charge 'em;
He'd occasion for only the old-fashion mode—,
Taken, burnt, and destroyed, as per marjum."
"Thus with one of his precious limbs shot away
Bold Nelson know'd well how to nick 'em;
So as for the French, 'tis as much as to say—,
We can tie up one hand and then lick 'em."

Next the country comes in for a share:—

"Then of England, that wonderful country sing,
Where we've thousands of joys, if we need 'em;
Mild laws that protect us, a Protestant King,
Lovely women, grog, biscuit, and freedom."

When Dibdin died in 1814, Beranger was twenty-four, and had already made himself a name. An earnest and true poet, he was content to suffer for his opinions and was equally free from venality and servility. But from purer motives he did for the French Army much the same that Dibdin had done for the English Navy. This French Anacreon, who sang so sweetly of love, also tuned his lyre to war, and, with those witty sarcasms which the French so appreciate, animated the hatred of his country against its old aristocracy and against foreigners. The opera of "Charles VI.," by Halevy, brought out in 1843, contains a song by Casimir and German Delavigne: "La France a l'horreur du servage, et si grand qui soit le danger, Plus grand encore est son courage, quand il faut chasser l'etranger, &c." The chorus is intensely and amusingly Gallic: "Guerre aux tyrans! jamais, jamais en France, (bis) Jamais l'Anglais ne regnera. (bis) Non, non, non, jamais, non, Jamais, en France, Jamais l'Anglais ne regnera, Non!" Thus from age to age, from Homer to Tennyson, one of the two grand themes of poets, great and small, have been men and deeds of war. The sweet-voiced, calm-eyed muse of Peace has been seldom heard amid the fanfare of trumpets and the roll of drums. Peacebas been despised. Men of peace have been classed with women and cowards. We, to-day, the greatest of all manufacturing and commercial peoples that have existed, do all we can to make war attractive. We bedizen our meanest soldiers with gaudy apparel, cover the breasts of their chiefs with stars and orders, but we pay them all badly from the beginning, and neglect them after years of faithful service. The soldiers of peace, however, "the rank and file" of industry, are far more neglected; the heroes of science are feebly recognized and scantily rewarded by our rulers. All, however, will acknowledge that the ultimate happiness of mankind must depend upon the universal rule of peace. The abolition of war is daily becoming more and more a vital necessity to civilisation. Trade shrinks and withers at the mere whisper of war. The industrial armies of Europe cannot be ground down much longer to maintain the costly organizations of destruction. One man out of every five is withdrawn from the producers, and becomes a non-producer at the cost of the other four. If the twelve millions of men in Europe, "the most robust, the most energetic and the best trained," who are taken from the fields and the workshops to learn how to kill and to destroy skilfully, could be restored to the ranks of labour, and permitted to become husbands and fathers, perhaps we should not have starving women in London making shirts for sevenpence a dozen, nor so many fallen sisters pacing its weary streets. It is no easy matter, however, to abolish customs which are coeval with the whole existence of mankind, and which they doubtlessly derived from their beast-like ancestors. From the times when men fought with fangs and claws to the present, war has been more or less their normal condition. But the more they become men the further they recede from the processes of brutes. The recent restrictions on war, and the humanity introduced into it, are auguries of a time when it will be ranked with cannibalism and other outrages upon our race. And the question which concerns us now is, by what methods may it most rapidly and most effectively be made impracticable? Disarmament has been proposed by many critics. This appears to offer insuperable difficulties. Which are the powers that should disarm, and to what extent, and who will take the initiative? What guarantees can there be that any agreement on the matter would be respected by all parties? Religion could once enforce "The Truce of God," and the sword for a time rusted in its sheath, but the power of the Popes and the force of superstition have been broken. To what new powers can we appeal? There are only three: the growing necessity of unrestricted interchange of national productions, the interesting sentiment of the brotherhood of men, and the widening sense of justice. Brotherhood and Justice should be the new watchwords of the peoples, and then wars and other oppressions will more speedily decrease.

If all countries were in the same state of civilization, or if civilizations did not contain large proportions of the uncivilized, complete disarmament might, theoretically, take place. But in much of the world nothing short of the fear of military chastisement can repress the turbulent and predatory instincts that lay always ready to burst forth. In London alone we have fifty thousand regular thieves, besides other savages, and but for our police it might be sacked at any moment. So long as force threatens any community, force must be provided wherewith to meet it. The [illegible] preferable to anarchy. To suppose that war can cease all over the world is an idle dream. The imperfect development of social order in the greater part of it makes universal peace an impossibility.

Nevertheless the greatest Powers could easily determine, should they desire it, to insert in a European Court of Arbitration, instead of settling their disputes by ruinous wars. For it is these who have most to lose, and who should be the keenest in favour of peace. And if they were once earnestly and loyally to agree to arbitration, the lesser powers would be constrained to follow them, and by degrees disarmament would take place naturally and spontaneously. If France, Germany, Austria, Russia, the United States and England, would but take common action on this point, it would suffice for the whole world. An International Court of Arbitration established among and for themselves would eventually become a Court of Justice for the rest. International laws already exist and would be added to and improved and become identified with international morality. At present the whole field is one of uncertainty and conjecture. Put a new and large class of international lawyers would arise, men of wide research and equitable views, to digest, formulate, and plead the rules of the science which is destined to give peace to the nations. As in ordinary courts of law, the ablest and most profound pleaders should succeed the judges of the International Tribunal, and decide by the passionless laws of equity, alike free from diplomatic chicanery and political heat.

The lofty standard of justice taught by international lawyers from Grotius down to this day, has been largely ineffective because causes have always been decided by statesmen instead of by professional judges. Professor Sheldon Amos said of the Arbitration at Geneva under the Treaty of Washington, that it "has been a good deal marred by the national party feeling by which some of the arbitrators were agitated, and from which a permanently constituted Court of Justice might (if it could be found at all) be expected to be moderately exempt." Other causes, too, have contributed to this and similar cases.

The canons of right and wrong differ in different countries owing to opposite usages. But equity is superior to usage, and the proposed Court, which would be a Supreme Court of Justice for the world, would be essentially a court of equity. At present there is no canon of right and wrong to determine when it is justifiable to go to war, or whether any given war is just or unjust, although the most wanton belligerent always feels compelled to offer a pretence of justification for breaking the peace. But a European Court of Arbitration would make the laws as well as the judgments. Many causes of war are dying out among states of equal civilization. Religious toleration, free trade, colonial independence, a wider diffusion of knowledge, freer communication, and the decreasing influence of royalties and aristocracies, are rendering obsolete the most notable causes of wars in past times. And when the suffrage is extended to women as to men, their vote for peace will be so unanimous and so powerful that no constitutional government will be able to exist unless its policy be for arbitration as a preventative against war.

THE TRUTH ABOUT THE INVASION OF CHINA.

Slowly but surely the shallow and wholly unreliable nature of the news telegraphed to the uttermost parts of the world by the very gullible "Specials" who loaf about in Tokyo and Hiroshima instead of proceeding to the front, is being realised by everyone and the truth is at last dawning upon the average newspaper reader at home and abroad that the Japanese have not yet won a single battle worthy the name; that, despite the assertions of the imaginative officials of the Japanese News Bureau, the invasion of China, which was to be crushed with consummate ease by the all-conquering hosts of the Mikado, has not yet begun, and that there is about as much reason for believing that Field Marshal Count Yamagata will eat his Christmas dinner in Peking either this year or at any future period, as there would be for assuming that the Portuguese could capture Gibraltar or the Siamese accomplish a *coup d'etat* in India. The fact is, the Japanese are at the present time in the unenviable position of the silly old woman who counted her chickens before they were hatched and found, after the hen got tired of "sitting," that all the eggs were addled. From the commencement of the war the Japanese have persistently exaggerated all their trifling successes, presumably in the hope that the alarming nature of the reports would prove an incentive to the members of Chinese secret societies to rise *en masse* against their rulers and thereby place the Manchu dynasty in such a predicament that the Tsungli Yamen would be directed to agree to any conditions of peace which the Japanese might be disposed to demand. Thus it was, we believe, thought that there would be no necessity to attempt the hopeless task of successfully invading China. That the secret societies have not seized the opportunity afforded them of hampering the Chinese Government and making confusion worse confounded is now well known, and that fact, added to the reluctance of the Great Powers to interfere has placed the Japanese in great straits and they have now, *nolens volens*, to make a display on the northern frontiers of Korea and increase rather than diminish the proportion of their audacious lies respecting imaginary victories. In their opinion the end justifies the means, and to the end that a revolution in China may be brought about and save them from the crushing defeats that await their arms should they ever get far enough into China to meet their ancient enemies on anything like equal terms, the Japanese have recently informed the bar-room loafers who pose as special war correspondents, hundreds of miles from the scene of active operations, that they have driven the Chinese armies on the right bank of the Yaloo before them like chaff before the wind, and have even got Port Arthur well within their grasp. The following, wired by the *China Mail's* funny 'special' to Hongkong on the 28th ultimo is a fair sample of the kind of rubbish which has ere this no doubt been published in the London *Times*:—

HIROSHIMA, October 28th, 4.40 p.m.

The second division of the Japanese Army Corps under Field-Marshal Oyama landed on Wednesday at Kinchau, on the northern side of the Peninsula commanding Port Arthur. The landing was unopposed. This division is also twenty thousand strong, and co-operates with the division landed at Ta-lien-wan on the southern side of the Peninsula. The Japanese engineers are building piers in order to land siege guns, ammunition, &c. It will thus be seen that Port Arthur has been completely isolated from the mainland, and that the Chinese forces there cannot possibly escape by the Peninsula. Fifteen Chinese junks laden with timber fell into the hands of the Japanese. The mixture constituting the hardened defences of

Port Arthur also have been captured by the Japanese.

Viewed in the light of the latest information received from Shanghai, which is trustworthy, this "news" which was published in the *China Mail* on the 29th ultimo can only be regarded as a serious reflection upon the novel methods of carrying on modern warfare which seem so congenial to the upstart nation that has undertaken the serious responsibility of disturbing the peace of the Orient without the ghost of a legitimate excuse for her hasty and ill-judged action, the ultimate results of which may, and probably will, be far more disastrous to Japan, her allies and their protégé Korea than can at the present time be estimated.

That the Japanese have not got near Port Arthur and that their fleet was crippled in the battle off the Yaloo we now know, and it is also a fact that unless they travel to Peking by electricity they cannot possibly be in the city in which the "Son of Heaven" sits enthroned by the 30th November—the date fixed by the News Bureau for the completion of the invasion and subsequent reformation of the colossal empire of Far Cathay.

THE EFFECT OF THE WAR ON CHINESE POLITICS.

MR. A. R. COLQUHOUN INTERVIEWED.

A representative of Reuter's Agency recently had an interview with Mr. A. R. Colquhoun, whose studies and travels in the Far East as a Government official, diplomatist and special correspondent give him an especial knowledge, enabling him to speak with authority on the position of affairs arising out of the present war. Asked for his views on the probable political outcome of the present situation, and its effect on the future of the Chinese dynasty, Mr. Colquhoun said:—"In anything I may say, I shall avoid prophecy, as China is peculiarly a country where the unexpected always happens, and will content myself with merely expressing an opinion on the main factors which determine this problem. However the present struggle may end, the consequences may be more serious and far reaching than seem to be as yet realised. Especially to two European nations—Great Britain and Russia—they cannot fail to be of the greatest moment. It is not conceivable that Great Britain would ever allow the power of Russia to become paramount in the Far East (the Pacific seaboard) without a life and death struggle. Other European nations may also possibly become involved, and Korea, remote though it is, may yet prove even for them to be an apple of discord. It must not be overlooked that the United States also have a material interest in this question, through their commerce with China and Japan, which in 1892-93 amounted to no less than a gross total of 60,000,000 dollars. The interests of Great Britain and Russia are political, territorial, and commercial, while those of the United States are commercial only. Deeply interested from the political point of view as Great Britain and Russia are, the commercial stake of England with China and Japan greatly overtops that of Russia, being for 1892 respectively 8,500,000 and 4,000,000 sterling. Russia is persistently pursuing her policy of strengthening her position on the Pacific seaboard. With that object in view, the construction of that great undertaking, the Siberian Railway, which is intended to be completed about 1897 [Mr. H. De Windt, who knows more about the subject than any other Englishman, is of opinion that it cannot be completed before 1908 Ed.—*H.K. Telegraph.*] is being rapidly advanced in face of enormous difficulties, both financial and physical. At present the objective is Vladivostock (their port half-way down the western coast of the Japan Sea acquired by Russia in 1858), but events are marching rapidly; and who can tell that Russia may not succeed in obtaining a more southern port free from the terrible disadvantage of being icebound in winter, as the eastern terminus of her trans-Asian line? So far the Japanese arms by land and sea have been crowned by a success even more remarkable than that anticipated by those who knew both Japan and China well. But the Chinese defeats, serious as they have been, do not necessarily imply that all hope is lost to China. The war, however, whether protracted by the stubborn resistance of the Chinese, or ended by early peace, no matter how accomplished, may quite possibly lead to a vast upheaval in China which would overthrow the Manchu Dynasty (an alien one, be it remembered), and plunge the whole country into most terrible disorder—a prey to various factions. This seems not an improbable result, considering the condition of China, the absence of all real power of the central Government, the want of patriotic feeling, the official corruption; above all, the lack of rapid means of inter-communication and transit, the establishment of which would break down the great obstacle to all real reform in China. The taking of Peking, or the successful occupation of Moukden, the latter of which, will, probably, take place before the winter sets in would so shake the confidence of the Chinese people, and so incense them against the present dynasty for permitting defeat at the hands of the Japanese, that a social upheaval, with the overthrow of the Manchu power, would be quite possible. The position of the reigning family in China is particularly precarious. The Manchus are a mere handful of strangers in the land, and have not been able to retain a hold on the country by placing their countrymen in positions of high authority, as all appointments are competitive, and the Chinese invariably win. Once the feeling of the Chinese is stirred up, the sweeping away of the dynasty would be almost instantaneous and automatic."

"The war," continued Mr. Colquhoun, "has made clear that while Japan has signally profited by the lessons of the west, China has completely failed to do so; but it should be realised that the success of Japan is mainly due to her admirable national organisation, her development of railways and iron and coal industries, but, above all, to the efficient leadership rendered easy by her having ready at hand hereditary chiefs, in the shape of her old-time aristocracy and powerful fighting caste. China, on the other hand, contenting herself almost entirely with the mere purchase of western war material, has altogether neglected the creation of a school of leaders fitted to train and command her raw material. The quality of that material is, in my opinion, much the same in both countries. In this connection, and considering also the immense natural resources of the country, who dare say whether a renaissance of China may not be accomplished under native, or, it may be foreign guidance? The absence of leaders has left China to rely entirely upon one man, Li Hung-chang—here, as elsewhere, a dangerous expedient. For some time past Li felt the weight of years, and throughout his career had to encounter the most powerful opposition. What little has been done, however, towards the modernising of China has been mainly accomplished by him, and the present seems hardly the time for us to kick the dead lion, more especially as it was only the other day he was being universally extolled as the 'Bismarck of China.'" In conclusion, Mr. Colquhoun said, "I am very glad to see that the British and the United States Governments are alive to the necessity of sending naval and military officers to the Far East to which the progress of events, so much valuable lessons may be learnt."

NAVAL JOTTINGS.

The British cruiser *Æolus*, 8 guns, 3,600 tons, Captain R. L. Groome, the latest addition to the China Squadron, arrived here this morning. Some idea of her great steaming power may be gathered from the fact that she completed the run up to Hongkong from Singapore in the teeth of a very strong north-east monsoon in a trifle under five days.

Orders were received at Chatham a month ago for the first-class cruiser *Theseus* to be immediately prepared for commission. It was expected that she would proceed to the China Station at an early date.

The French transport *Vinh-Long* left Toulon on the 10th ultimo for Oran to embark the troops of the Foreign Legion. She was to proceed thence direct to Indo-China.

The *Nelson*, when she relieves the *Victor Emanuel* here, will also be the naval prison ship. At one time it was proposed to build the cells at Hongkong, and with that view the ship was to have been out of the dockyard hands some six weeks ago, but as this work was undertaken at Portsmouth, the date of completion was altered to October 11th.

A good many people have been puzzled that the names of most of the Chinese warships end with *yuen*. This word may mean thirty or forty different things, according as it is entoned. Its probable meaning, in this instance, is "wall" or battlement. Again, the characters for Admiral Ting's name and that of the *Ting-yuen*, his flagship, are quite different, though exactly alike to foreigners.

Aluminium seems to be growing in favour for maritime purposes. France has a second-class torpedo-boat built entirely of that metal, and is partially constructing with it her 30-knot torpedo-boat, the *Forban*. And Germany, during the recent army manœuvres, has been experimenting with an aluminium pontoon, which can be carried by three or four men.

A telegram was received at Portsmouth a month ago stating that it had been decided to further increase the number of British ships serving on the China Station, and directing that the first-class cruiser *Gibraltar*, now in the Fleet Reserve, shall be brought forward for commission. This will be the first foreign service of the *Gibraltar* apart from the Naval manœuvres. She is to be ready for sea this month.

The death is announced of Admiral Arthur Mellersh, C.B., at his residence, Ventnor Villas, West Brighton, at the age of eighty-two. He received the thanks of the Admiralty and Foreign Office for his services in the suppression of piracy on the China coast, and the approval of the Commander-in-Chief and the Admiralty for the way in which he had commanded the expedition up the Yang-tsze-kiang to Nanking. He also received the approval of the Admiralty and Foreign Office and promotion to the rank of captain (January, 1855), for the pursuit and the destruction of a large force of piratical junks off Ping-hoey.

The Central News learns that in addition to the manning by Royal Naval Reserve men of the vessels which are to be chartered for the conveyance of troops to and from India, the Admiralty have on foot a scheme for manning the armed cruisers on which they now pay an annual subsidy. At present the following vessels are in this category:—*Etruria* and *Umbria*, of the Cunard Line; *Himalaya*, *Australia*, *Victoria*, and *Arcadia*, of the P. and O. Company; *Teutonic* and *Majestic*, of the White Star Line; *Empress of India*, *Empress of China*, and *Empress of Japan*, of the Canadian Pacific Railway Company. It is proposed to keep complete crews of these vessels from the Royal Naval Reserve, including both officers and men. It is the opinion of competent authorities that the Admiralty cannot expect to command the services of Royal Naval Reserve officers and men unless some further special retaining fee is paid, and it is assumed that such a suggestion will be made. It is understood that the officers and men whose employment is thus contemplated are to be regularly drilled in the special weapons with which the vessels on which they will serve are armed, this being arranged by the ordinary drill staff under the Naval Reserve Office. In addition to the ships named above, there are ten other vessels belonging to the P. and O. Company, three belonging to the "White Star" Line, and two to the "Cunard" Line, for which special, but not such complete, arrangements are to be made.

The French cruiser *Alger* arrived at Port Said on the 14th ultimo *en route* to China. The *Alger* is a second-class cruiser built in 1889. She is of 4,128 tons, 8,254 indicated h.-p., with a maximum speed of 19.61 knots. She is armed with 4 16-c.m., q.f. guns, 6 14-c.m. do., 10 other q.f., and 10 machine guns, with 4 torpedo launching arrangements. She is about equivalent in speed, tonnage and armament to the British cruiser *Spartan*.

The cruiser *Spartan*, a sister-ship of the *Æolus*, is due at Singapore to-morrow *en route* to Hongkong. She is commanded by Captain A. L. Winsloe, and her complement of officers is as follows:—Lieutenants, W. H. Baker-Baker, H. C. Scroggs, F. Mansel-Jones and C. W. G. Crawford; Staff Surgeon J. Acheson; Paymaster S. R. Warn; Staff-Engineer W. Sharp; Sub-Lieutenant H. F. P. Sinclair; Assistant Paymaster W. Bell; Engineer A. F. H. Stone; Assistant engineer F. Barter; Gunner W. G. Jones; Torpedo Gunner C. H. Beaver; Boatswain J. Allan; Carpenter T. E. Burlace.

Her Majesty's twin-screw cruisers *Spartan* and *Edgar*, after they arrive at their destination (Hongkong), will be placed at the disposal of Admiral Fremantle.

A FOOL AND HIS KNOWLEDGE!

"Twelve two-quart bottles! Six gallons among a score of them! How long will it take them to get outside that lot, sir?"

"Twenty-eight—nine—thirty," concluded the skipper, counting shark's-fin bundles. "Oh!—the arrack? Six hours or so. Won't be a drop left to-morrow morning." The old man's lemon-skinned countenance crinkled into a thousand wrinkles at the mate's astonishment. "That makes you sit up, don't it?"

Hinchcliffe was a *fin-de-siècle* sailor, given to savings-banks and mariners' churches, and ignorant altogether of the sublimer altitudes of drunkenness.

"More'n a quart a-piece," he said. "No offence, Captain Spragg, but I don't believe it."

"You'd believe stranger things than that, young man, if you'd been nigh a score of years runnin' to the Malawatties, like me. Turn to, anyhow, and get this stuff below, and then you can go ashore and take a lesson in boozin' from your black brother. The village is over that first hill—hardly a mile away."

Hinchcliffe sent the stuff below—got on deck for the next comers, the arrack and tobacco, the guns and knives, the Celebes-cloth, handkerchiefs and looking-glasses—then he said he was ready.

Spragg reflectively chewed his enormous thumb.

"On second thoughts," he said, "no! These chaps is harmless enough, if you know their ways; but you're a green hand among 'em, and the liquor's bound to set 'em clapper-clawin' before mornin'."

The young fellow laughed. "That's all right, captain; I'll keep out of mischief."

"You certainly will, this turn, young man—'cause you won't get the chance of runnin' into it. Stay on board!"

Most men have an ultimative gesture. Spragg's was a shift of his hat, and the mate, seeing him box the compass now with his ancient Panama, knew that more words would be wasted. But Hinchcliffe's "green" was not of the soft variety. He looked across at the spikes of ruddy limestone, rising from slopes of forest margined only from the purple of the sea by the shining strip of coralline sand and the snowy line of surf. "Ashore I go this day!" he said to himself, "if I have to swim for it. If the old man don't like it he can do the other thing. I know how to bring him up with a round turn—as green as he thinks me!"

"Hinchcliffe! Where the Beelzebub is Mr. Hinchcliffe?"

Spragg's bull-voice brought an echo from the shore, and Stumpy Grogan, compendious second-mate and boatswain, bellowed in reply, "If he ain't aft he ain't forrard—ain't in the bloomin' hooker!"

"That be blowed for a——" Spragg broke off, walked to the taffrail, and looked over. The dingy was gone.

The skipper's wrath was all the greater in that he gave it no words. For a minute or so he studied the deck-seams, then he sent his eye aloft, swept it slowly down the heavens, and fixed it in the south-east. Low down in that quarter a level bank of copper-coloured cloud was blackening, by contrast, the cobalt of the sea beneath it, throwing also into the pellucid blue above a taint of hard and ominous green.

Spragg jerked his thumb towards the change. "What d'ye make of that, Grogan?"

"Hard from sou'-east, sir."

"Pho! I know that, man. How long, first, I mean?"

"We'll have it by sundown—if not sooner. And—you'll 'scuse me, Cap'en Spragg—but this is a cussed ugly place to be in when it chops to the eastward—as it's safe to do!"

Spragg knew all that, too. And the *Rommany Lass* was nearly full ship—shell, trepang, birds'-nests, and sharks'-fins. "Rot the young fool!" he broke out. "I s'pose I'll have to go after him. Get that quarter-boat over—sharp, now! And, lookee here, Grogan—while I'm away, heave her short to her anchor, get the hatches over, and see all snug to cut-an'-run with the first of it."

Grogan cast a discontented eye after the lessening boat. "All d—d fine!" he growled; "but this makes us four hands short, out of nine. Lovely fix we'll be in if we get that dirt down on us before he comes off again."

Hinchcliffe—pleased as a schoolboy to have got ashore unnoticed—hauled the dingy up on the sand, found the track, and started for the village. But he hadn't done a quarter of the distance when, doubling suddenly round a rocky angle, he found himself face to face with something so little removed from beauty that—"good" young man as he was—he sought to go no further. The young lady, clad only in a bark-petticoat and innocence, might have been fourteen, looked like twenty, and was clearly not pure Malawatty. Her skin was a light-brown, her hair a lighter, and her laugh *was* a laugh—not the face-bisecting Papuan grin. A middling Malay she spoke, too, with here and there, as a *tour-de-force*, a word of quite intelligible English. With one of these she answered, when Hinchcliffe at last succeeded in making her understand a thing that puzzled him. She had a faint resemblance—which he couldn't place—to somebody he knew. "Fader!" the girl said, pointing to her face and waving her hand to seaward, and the man, uncomprehending, turned, just in time—as it happened—to see her father, for Spragg, in the act of doubling round the rock, bore in his rugged phiz the link to Hinchcliffe's disjointed recollection. And Spragg, himself, seeing that the other saw, lost nothing of his sullen anger for the knowledge.

"Aboard with you!" he growled. "We're off to-night, and 'twould have served you damn-well right to've left you behind—you sneakin' young hound!"

"Don't excite yourself, captain!" And Hinchcliffe—provokingly cool himself—pointed to the brown girl, staring at her angry parent. "I've got to say good-bye to—Miss Spragg, isn't it? Wonder what the other Miss Spraggs would say?—at home in Singapore! And Mrs. S.! Oh, what a sly old rooster it is!"

The elder man stepped forward, with a glare that made the dusky damsel draw back with quite a civilised squeak. But Hinchcliffe stood his ground—laughing.

"Don't be a fool, old Blowhard! *I'm* not one, at all events, and I know all about the little oracles you've been working on your owners! So, mind your helm, old cock!—if you don't want to be fixed up, when we get back, over that business—to say nothing of this!" He patted the girl on the shoulder. "Oh, he's off!—is he? Give us a kiss, my dear!—I must catch up with your worthy progenitor—unless I want to stay with you altogether."

Spragg, striding furiously down the darkening track, heard the other behind him—and made up his mind. In Hinchcliffe—as this new light showed him—was a danger that must be got rid of. The skipper stopped short, and waited till the mate came breathlessly up. Then calmly—almost pleasantly—said the elder man:—

"So, my lad—my daughter's a fine girl—you seem to think!"

"She's all that, captain!" said the astounded Hinchcliffe. "Pity we can't take her with us!"

"Ay!" and Spragg stepped nearer in the gathering gloom. "It's a pity, as you say. But then, you see, you can stay with her!—d——n you!—you can stay with her!"—and, like a cannon-ball, his huge fist took Hinchcliffe in the jaw, and laid him, limp and motionless, amongst the tiger-ferns.

"Couldn't drop across him!" the skipper said. "On his own head be it—we daren't hang on here any longer. Shove off—and pull like blazes!"

The surf was rising in their teeth already, but with a wetting they got through, and, with the dingy in tow, pulled plunging out to where the *Rommany Lass*, with her head-sails thundering loose, was snatching viciously at her up-and-down cable. Then again the windlass clanked, till Hinchcliffe—dazed and dizzy—caught the familiar sound. "Good God!" he cried, and rushed stumbling down to the beach. The schooner's canvas was a loosening smudge upon the last of daylight.

He was left!

"Went ashore against my orders!" Spragg told his owners. "And it came on heavy an' sudden from the sou'-east. And I had to get the schooner off-shore before it hauled round to the east'ard. Which it did before mornin', and kept there—a gale an' a-half—for three solid days. And then we was well abreast of Sumbawa."

"Dear me!" said the smooth-shaven senior partner. "And that, Captain Spragg, was how far to the westward?"

"Six hundred miles, gentlemen—every yard of it!"

"Dear me! dear me! So, you see, Mr. Hinchcliffe, there was absolutely no help for it. It was, if I may say so, the—ah!—the finger of Gawd!"

With which story old Hinchcliffe had to rest content, until—years after the veracious Spragg was comfortably ensconced in Davy Jones' locker—a half-savage white man, who had been picked up at the Malawatties—and who was Francis Hinchcliffe—brought with him to Singapore the version which—taken with reasonable salt, and elucidated by William Grogan, mariner—has been hereinbefore presented.—"Alex. Montgomery," in *Sydney Bulletin.*

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To-day's Advertisements.

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GRAND PAVILIONS AT WEST POINT. Doors open at 8 P.M. to commence at 9 sharp.

PRICES OF ADMISSION.

Boxes of 6 Chairs	$12.00
Single Seats in Boxes	2.00
Dress Circle Chairs	1.50
Stalls, Carpeted Seats	50
Gallery (for Chinese only)	30

BOX PLAN at KELLY & WALSH'S, where Seats can be reserved.

MATINEES EVERY WEDNESDAY AND SATURDAY AFTERNOONS.

Doors open at 3 o'clock, to Commence at 4 sharp. Children Half-price to matinee performances to all parts of the Circus.

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Hongkong, 3rd November 1894. [1146

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Hongkong, 3rd November, 1894 [1151

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For terms, &c., apply to THE MANAGER, Royal Stag Hotel.

Hongkong, 3rd November, 1894. [1148

HONGKONG VOLUNTEER CORPS.

ORDERS FOR THE WEEK ENDING 10TH NOVEMBER, 1894.

No. 137.—DRILLS—F. B.—MONDAY, at 5.30 P.M.—FRIDAY at 9 P.M.; TRAINED VOLUNTEERS 64 pr. Gun Drill—RECRUITS Squad and 7 pr. Gun Drill—(Plain Clothes).

SATURDAY—RECRUITS COURSE OF MUSKETRY—Members who were unable to fire last season should take advantage of this opportunity — FREE AMMUNITION—(Uniform—Serge Trousers, White Frocks & Helmets) —Muster at Head Quarters at 2.15 P.M. and March to Wharf—KOWLOON DETACHMENT can join on Range.

SIGNALLING & AMBULANCE CLASSES as usual.

No. 138.—KOWLOON DETACHMENT—Squad Drill and 7 pr. Gun Drill at usual hours.

No. 139.—E. B.—For duty:—Lieut. DENISON and Sergeant HAYWARD.

No. 140.—M. G. Co.—DRILLS—MONDAY, at 7 A.M., Squad; at 5.30 P.M., Gun. TUESDAY, at 7 A.M., Musketry; at 5.30 P.M., Squad.—WEDNESDAY, at 7 A.M., Gun; at 5.30 P.M., Company—THURSDAY, at 7 A.M., Squad; at 5.30 P.M., Musketry—FRIDAY, at 7 A.M., Gun, at 5.30 P.M., Squad—SATURDAY, at 7 A.M., Squad at 5.30 P.M., Gun.

No. 141.—GENERAL—Special Squad Drill will be held on WEDNESDAY, at 9 P.M., to enable Members to complete their number of those DRILLS; they will not count for PRIZES. AMBULANCE CLASS on WEDNESDAY, at 6 P.M.

By Order, F. F. LAMBARDE, Lieut., R.A., Adjutant, Hongkong Volunteer Corps.

Headquarters, Hongkong, 3rd November, 1894. [1152

Intimations.

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"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship "ORONO," Captain Handcock, will be despatched as above on or about TUESDAY, the 6th November, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 3rd November, 1894. [1149

TO JOURNALISTS.

AN EXPERIENCED and CAPABLE JOURNALIST is wanted for the staff of the *Hongkong Telegraph*. Liberal terms to a competent man; no other need apply.

Full particulars as to experience, capacity, and terms to be sent to R. FRASER-SMITH, Editor & Proprietor.

Hongkong, 7th September, 1894.

Amusements.

THEATRE ROYAL, CITY HALL

UNDER THE DISTINGUISHED PATRONAGE AND IN THE PRESENCE OF H.E. MAJOR-GENERAL BARKER, C.B., AND COMMODORE BOYES, R.N.

SIGNOR CATTANEO has the honour to announce that, with the kind assistance of Signor FRANCESCONI, leading TENOR of the Italian Opera, Manila, his PUPILS, and several LADY and GENTLEMAN AMATEURS, A GRAND CONCERT WILL BE GIVEN IN AID OF THE FRENCH CONVENT, ON WEDNESDAY, THE 7TH NOVEMBER, 1894.

PROGRAMME:—

PART I.

1.—La Calith, by Rossini, for Soprano, Alto and Chorus;

SOPRANO Mrs. Alford, ALTO Mrs. Preston, CHORUS Mrs. May, Mrs. Cantlie, Mrs. McBean, Mrs. Dodwell, Mrs. Master, Mrs. David, Miss Jackson, Miss Barker, Miss A. Jackson, Miss Preston, Mr. D. K. Sliman, Mr. A. M. Wood, Mr. F. D. MacLean, Mr. J. C. Berger, Mr. F. Lammert, Mr. F. Maitland, Mr. E. W. Maitland, Mr. C. H. Grace, Mr. F. H. May, Mr. S. S. Benjamin, Mr. J. F. Kraal.

2.—Song for Basso—Lascia ch'io pianga, by Handel ..... } Mr. S. S. BENJAMIN.

3.—Ballata for Soprano—Gusrany, by Gomez } Miss E. CARVALHO.

4.—Recitative and Air for Baritone—"She Alone Charmeth my Sadness"—from Gounod's "Irene"... } Mr. C. H. GRACE.

5.—Waiting, Song for Soprano, by Millard. } Miss LAMMERT.

6.—Salve dimora, for Tenor, Faust, by Gounod ..... } Signor FRANCESCONI.

7.—Duet, Una notte a Venezia, for Soprano & Tenor, by Lucantoni } Mrs. ALFORD and Mr. SLIMAN.

PART II.

1.—Toreador, Song, from Carmen, by Bizet } Mr. C. H. GRACE and CHORUS.

2.—Song for Contralto, Heaven and Earth, by Pinsuti ..... } Mrs. PRESTON.

3.—Song for Tenor—I heard a Voice, by Pinsuti ..... } M. D. K. SLIMAN.

4.—Song for Soprano—Should he upbraid, by Bishop ..... } Mrs. ALFORD.

5.—Song for Basso, from Il Reggente, by Verdi } Mr. J. F. KRAAL.

6.—Song for Soprano—Pierrot, by Hutchison } Mrs. HAGEN.

7.—Duet, from Ruy Blas, for Soprano & Tenor, by Marchetti. } Miss E. CARVALHO & Sig. FRANCESCONI.

Accompanists, Miss BOYES and Mr. CATTANEO.

PRICES:—

Dress Circle and Stalls	$1.00
Body of House	1.00
Back Seats	50

PLAN of Theatre at Messrs. KELLY & WALSH'S, where Tickets may be had.

A TRAM will leave for the Peak a quarter of an hour after the performance.

Hongkong, 2nd November, 1894. [1135

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1882. [793

Hotels.

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One person, per month	$55 to 60.00
Married couple (occupying one room) per day	5.00
Married couple (occupying one room) per month	$100 to 105.00
Married couple (occupying two rooms) per month	$110 to 120.00
Extra Bed-room, per month	20.00

For further particulars, apply to MANAGER, New Victoria Hotel.

Hongkong, 16th October, 1894 [933

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, *(On Shau-ki-wan Road.)*

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [643

THOMAS' GRILL ROOMS, *(Corner of Queen's Road and Duddell Street.)*

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash, Terms:—

Breakfast ...per meal	$0.75...	per Month	$18
Tiffin..... "	$0.75...	"	$20
Dinner ..... "	$1.25...	"	$35
Breakfast, Tiffin and Dinner...		"	$45
Breakfast and Tiffin		"	$30
Tiffin and Dinner		"	$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS, Proprietor.

Hongkong, 14th June, 1894. [539

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA, 8, Queen's Road Central.

Hongkong, 3rd January, 1894. [6

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—90 per cent., prem., sellers.

The National Bank of China, Ld.—on £8.0.0. paid up,—$21, sellers.

The National Bank of China, Ld.—Founders' shares, nominal.

The Bank of China, Japan & the Straits, Ld.—nominal.

The Bank of China, Japan & the Straits, Ld.—Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium

MARINE INSURANCES.

Union Insurance Society of Canton—$125 per share, buyers

China Traders' Insurance Company—$61 per share, sellers.

North China Insurance—Tls. 175 per share, buyers.

Canton Insurance Company, Limited—$144 per share, sellers

Yangtsze Insurance Association—$75, buyers.

On Tai Insurance Company, Limited—Tls. 15 per share

The Straits Insurance Co., Ld.—$16½ per share, sellers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$180 per share, sellers

China Fire Insurance Company—$75 per share, sellers

The Straits Fire Insurance Co., Ld., $19½ per share, buyers

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$24 per share, sales and sellers.

China and Manila Steam Ship Company—$65, buyers

Indo-China Steam Navigation Company, Limited—$40, sellers.

Douglas Steamship Company—$46 buyers.

China Mutual Shippers Co., Ld.—(Preference)—£6 per share, nominal.

China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—$148 per share, sellers.

Luzon Sugar Refining Company, Limited—$48, sellers.

MINING.

Punjom Mining Co.—(Ordinary)—$4½ per share sellers and buyers.

Punjom Mining Co.—(Preference)—$1.60 per share buyers.

The [illegible] Mining Co., Limited—$4.90 per share sellers.

The New Centennial Gold Mining Co., Limited—$2 per share, sellers.

Société Française des Charbonnages du Tonkin—$45 per share, sales and buyers.

The Tekoi Mining and Trading Co., Limited—$4.25, buyers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—78 per cent. premium, sellers.

Geo. Fenwick & Co., Limited—$19 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—$37 per share, sellers.

Wanchai Warehouse Co., Ld.—$40 per share, sellers.

HOTELS.

Hongkong Hotel Company -$8 per share, sales and buyers.

Hongkong Hotel Co.'s Six per-cent. Debentures $101.

The Shameen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—$10 per share, buyers.

The Hongkong Land Investment Co., Limited—$51, sellers.

The West Point Buildings Co., Limited—$20 per share, sellers.

Humphreys' Estate and Finance Co., Ld.—$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$10, buyers.

Dakin, Cruickshank & Co., Limited—$1½ per share, buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—$5 per share sellers.

H. G. Poser & Co., Limited—$4 per share, sellers.

Hongkong Soap Manufacturing Company, Limited—$16½ per share, sales and buyers.

Hongkong Gas Company—$125 per share, buyers.

Hongkong Ice Company—$78 per share, sellers.

Hongkong and China Bakery Company, Limited—$40 per share, sellers.

The Hongkong Brick and Cement Co., Limited—$4 per share sellers.

The Green Island Cement Co.—$5, buyers.

The Hongkong Electric Light Co., Limited—$4.10, buyers.

The Hongkong High-Level Tramway Co., Limited—$70, buyers.

Campbell, Moore & Co., Ld.—$2 per share.

EXCHANGE.

ON LONDON—Bank, T. T. 2/1½
Bank Bills, on demand 2/1½
Bank Bills, at 4 months' sight ... 2/1½
Credits at 4 months' sight 2/2
Documentary Bills, at 4 months' sight 2/2½

ON PARIS—
Bank Bills, on demand 2.67
Credits, at 4 months' sight 2.73

ON INDIA:—
T. T. 191½
On Demand 192

ON SHANGHAI—
Bank, T. T. 72½
Private, 30 days' sight 74½
Sovereigns (Bank's buying rate) .. @9.20
Silver (per oz.) 29⅝

VISITORS AT THE HONGKONG HOTEL.

Mr. and Mrs. Balbas.	Mr. F. S. Lee.
Mr. C. S. Biff.	Mr. J. Lopez.
Rev. S. A. Baylee, M.A.	Mr. F. Love.
Mr. W. Blaynay.	Mr. R. Lyall.
Mr. F. Bornemann.	Mr. Hugh MacCallum.
Miss M. Buikem.	Mr. J. McWilliams.
Mr. C. F. Buikem.	Mr. T. Mitchell.
Miss E. S. Burne.	Mr. W. Parfitt.
Capt. and Mrs. Combe and child.	Mrs. Phillips.
	Mr. G. Robinson.
Miss E. R. Cottrell.	Mr. M. Le Roux.
Captain R. Crawford.	Mr. R. E. Rye.
Miss C. L. Darron.	Mr. H. T. Safford.
Mr. R. H. Douglas	Dr. H. Schroder.
Mr. W. A. Duff.	Mr. F. E. Shean.
Mr. C. N. Edson.	Mr. R. Stegman.
Mr. and Mrs. Everson.	Mrs. A. Smith.
Mr. G. Fenwick.	Miss M. A. Terry.
Mr. O. K. Freeman.	Mr. W. Taylor.
Miss Gallegher.	Mr. H. A. S. Thompson.
Mr. B. T. Goepfert.	Mrs. M. E. Vanderpool.
Mr. L. Grunser.	Mr. F. Wahlias.
Mr. T. Guignard.	Mr. W. Whitley.
Mr. C. H. S. Harris.	Mr. K. Widmer.
Mr. J. J. Killins.	Mr. E. Willkom.
Mr. J. Kinghorn.	Maj. & Mrs. Wortemeier.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. M. G. Allen.	Mr. Medhurst.
Mr. J. G. Buckle.	Capt. and Mrs. Moore.
Mr. J. A. E. Chaudet.	Mr. C. Nielsen.
Miss Coe.	Mr. and Mrs. Sampson.
Mr. H. Cromble.	Mr. Sandilands.
Mr. R. P. Dipple.	Mr. and Mrs. Sassoon.
Mr. J. P. Dowling.	Mr. F. H. Slaghek.
Mr. D. Farquharson.	Mr. & Mrs. A. Findlay-Smith and family.
Mr. J. Hansen.	
Mr. W. S. Harrison.	Capt. & Mrs. Stonham.
Mr. Geo. Holmes.	Mr. A. G. Stokes.
Mrs. G. Holmes.	Rev. and Mrs. Vallings.
Mr. J. E. Macrae.	Capt. Geo. Vlaveanos.
Mr. Morton Jones.	Mrs. H. Wilson.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Rohilla*, with the outward English mail, left Singapore on the 28th ultimo, and may be expected here to-day.

THE AMERICAN MAILS.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., from San Francisco on the 16th ultimo, leaves Yokohama on the 5th instant, at daylight for Nagasaki, and may be expected here on the 9th.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port, *via* Yokohama and Nagasaki, on the 25th ulto.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Victoria*, from Tacoma, left Yokohama for Kobe on the 20th ultimo.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver on the 15th ultimo, left Nagasaki on the 1st instant at 4 p.m. for Shanghai and Hongkong.

THE AUSTRALIAN MAIL.

The E. & A. Steamship Co.'s steamer *Catterthun*, from Australia, left Port Darwin on the 26th ultimo, and may be expected here on the 5th instant.

THE INDIAN MAIL.

The Indo-China steamer *Chalydra*, from Calcutta and Penang, left Singapore on the 30th ultimo at 6 p.m., and may be expected here on the 6th instant.

STEAMERS EXPECTED.

The steamer *Orono* left Singapore on the 24th ultimo, and may be expected here to-day.

The D. D. R. steamer *Frigga*, from Hamburg, left Singapore on the afternoon of the 26th ulto., and may be expected here to-day.

The P. & O. S. N. Co.'s steamer *Canton* left London for this port on the 29th ultimo.

The P. & O. S. N. Co.'s steamer *Shanghai* left London for this port on the 14th ultimo.

The P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 28 h ultimo.

Shipping

ARRIVALS.

HAILOONG, British steamer, 783, J. Roach, 2nd November,—Foochow 31st October, and Amoy 1st November, General.—D. Lapraik & Co.

TAKSANG, British steamer, 977, W. H. Freeman, 2nd Nov.,—Chinklang 29 h October, Rice and General.—Jardine, Matheson & Co.

TAMARIND, Norwegian steamer, 826, Casteberg, 2nd November,—Newchwang, and Chefoo 27th Oct., Beans.—Chinese.

PROGRESS, German steamer, 687, J. Jessen, 2nd Nov.,—Hoihow 30th October, and Pakhoi 1st Nov., General.—Siemssen & Co.

ÆOLUS, British cruiser, 1,970, Captain R. S. Groome, 3rd November,—Singapore 28th October.

PRIAM, British steamer, 1,803, C. Jackson, 3rd Nov.,—Liverpool 22nd Sept., and Singapore 26th October, General.—Dodwell, Carlill & Co.

THALES, British steamer, 820, H. Bathurst, 3rd Nov.,—Taiwanfoo 31st Oct., Amoy 1st Nov., and Swatow 2nd, General.—D. Lapraik & Co.

DORIS, German steamer, 761, Petersen, 3rd November,—Canton 3rd Nov., General.—Wieler & Co.

PEIYANG, German steamer, 953, R. Kohler, 3rd Nov.,—Canton 3rd November, General.—Siemssen & Co.

LOKSANG, British steamer, 978, N. Moncur, 3rd Nov.,—Canton 3rd November, General.—Jardine, Matheson & Co.

RHEINGOLD, German steamer, 650, W. Bahls, 3rd Nov.,—Canton 3rd Nov., General.—Lauts, Wegener & Co.

AMOY, German steamer, 663, W. Wulff, 3rd Nov.,—Canton 3rd November, General.—Ed. Schellhass & Co.

LATHORE, Italian bark, 793, B. Catronga, 3rd Nov.,—Callao 23rd August, Sapanwood.—D. Musso & Co.

HANOI, French steamer, 739, T. V. Chodsko, 3rd November,—Haiphong 30th Oct., and Hoihow 2nd Nov., Rice and General.—A. R. Marty.

CLEARANCES AT THE HARBOUR OFFICE.

Deuteros, German steamer, for Newchwang.
Amigo, German steamer, for Newchwang.
Tritos, German steamer, for Singapore, &c.
Priam, British steamer, for Amoy, &c.
Riversdale, British steamer, for Moji.
Loksang, British steamer, for Shanghai.
Ajax, British steamer, for Singapore, &c.
Bormida, Italian steamer, for Singapore, &c.
Fokien, British steamer, for Swatow, &c.
Chowfa, British steamer, for Singapore, &c.
Rheingold, German steamer, for Newchwang.
Doris, German steamer, for Newchwang.

DEPARTURES.

November 2, *Brunhilde*, German steamer, for Canton.
November 2, *Nanyang*, German steamer, for Canton.
November 2, *Fidelio*, German steamer, for Newchwang.
November 2, *Caledonian*, French steamer, for Shanghai, &c.
November 3, *Pallas*, British str., for Nagasaki.
November 3, *China*, German str., for Saigon.
November 3, *Bormida*, Italian str., for Singapore and Bombay.
November 3, *Chowfa*, British str., for Singapore and Bangkok.
November 3, *Tritos*, German str., for Singapore and Mauritius.
November 3, *Ajax*, British steamer, for Singapore, &c.
November 3, *Amigo*, German steamer, for Newchwang.
November 3, *Deuteros*, German steamer, for Newchwang.
November 3, *Rheingold*, German steamer, for Moji.

PASSENGERS—ARRIVED

Per *Hailoong*, from Foochow, &c.—1 European and 43 Chinese.

Per *Progress*, from Hoihow, &c.—71 Chinese.

Per *Priam*, from Liverpool, &c.—Mrs. Ferguson, 2 children and amah, Mrs. McCracken, Miss White, Miss Parkington, Mr. Marshall, and 61 Chinese.

Per *Thales*, from Taiwanfoo, &c.—Messrs. H. E. Wadman, L. Grunser, and 104 Chinese.

Per *Hanoi*, from Haiphong, &c.—60 Chinese.

REPORTS.

The British steamship *Æolus* reports that she left Singapore on the 28th ultimo, and had strong north-east monsoon from Singapore.

The British steamship *Taksang* reports that she left Chinkiang on the 29th ultimo, and had strong north-east monsoon and high sea, with fine clear weather.

The French steamship *Hanoi* reports that she left Haiphong on the 30th ultimo, and Hoihow on the 2nd instant, and had very strong monsoon in the Gulf of Tonkin. In the China Sea had clear weather.

The British steamship *Priam* reports that she left Liverpool on the 22nd September, and Singapore on the 26th ultimo; from latter port to Pulo Sapatu had fine weather. Strong gale and heavy rain to the Paracels; thence to Hongkong had fresh monsoon.

The British steamship *Thales* reports that she left Taiwanfoo on the 31st ultimo, and had very strong monsoon and high cross sea. Left Amoy on the 1st instant, and had moderate breeze and sea, with fine weather. Left Swatow on the 2nd, and had moderate monsoon and smooth sea to port.

The British steamship *Hailoong* reports that she left Foochow on the 31st ultimo, and had strong north-east monsoon and high following sea to Amoy. Left Amoy on the 1st instant, and had strong north-east monsoon and following sea to Lammocks; thence had moderate winds and fine pleasant weather to port. In Amoy the steamships *Empress of China*, *Thales*, *Benlomond*, and *Namyong*.

Post Office.

A MAIL WILL CLOSE—

For Canton.—Per *Fatshan* to-morrow, the 4th instant, at 9 A.M.

For Swatow and Deli.—Per *Taicheong* on Monday, the 5th instant, at 11.30 A.M.

For Shanghai.—Per *Peiyang* on Monday, the 5th instant, at 3.30 P.M.

For Shanghai.—Per *Priam* on Monday, the 5th instant, at 3.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.

AGNES, French steamer, 290.—Geo. R. Stevens.

ARRATOON APCAR, British steamer, 1,392, J. E. Hansen, 31st Oct.,—Calcutta 13th Oct., Penang 20th, and Singapore 23rd, Opium and General.—D. Sassoon, Sons & Co.

ASK, Danish steamer, 591, N. C. Revsbeck, 1st November,—Haiphong 29th October, and Hoihow 31st, Rice.—Arnhold, Karberg & Co.

BENLEDI, British steamer, 1,481, Farquhar, 2nd Nov.,—London, and Singapore 25th Oct., General.—Gibb, Livingston & Co.

BREMA, German steamer, 1,842, Ch. Hasselmann, 28th Oct.,—Samarang 18th October, Sugar.—Order.

CITY OF RIO DE JANEIRO, American steamer, 3,548, J. F. Smith, 29th Oct.,—San Francisco 4th Oct., Yokohama 23rd, and Nagasaki 26th, Mails and General.—P. M. S. S. Co.

ESMERALDA, British steamer, 966, G. A. Tayler, 2nd November,—Manila 30th Oct., General.—Shewan & Co.

FOKIEN, British steamer, 509, W. J. Davis, 1st Nov.,—Tamsui 29th October, Amoy 30th, and Swatow 31st, General.—D. Lapraik & Co.

HAITAN, British steamer, 1,283, F. D. Goddard, 31st Oct.,—Moji (Japan), 27th Oct., Coal.—D. Lapraik & Co.

LYDERHORN, Norwegian steamer, 2,014, B. Hammerlas, 2nd November,—Japan 28th Oct., Coals.—Mitsui Bussan Kaisha.

PERA CHULA CHOM KLAO, British steamer, 1,012, J. A. Morris, 2nd Nov.,—Bangkok 23rd October, and Kob-si-chang 25th, Rice and General.—Yuen Fat Hong.

PICCIOLA, German steamer, 875, E. Haas, 28th October,—Saigon 21st October, Rice.—Melchers & Co.

RIO, German steamer, 1,109, C. H. Davidsen, 14th September,—Saigon 6th Sept., Rice.—Wieler & Co.

RIVERSDALE, British steamer, 1,311, Ed. Peck, 1st November,—Nagasaki 27th October, Coals.—Mitsu Bussan Kaisha.

TAI-CHEONG, German steamer, 828, F. Duhme, 31st October,—Deli, and Swatow 30th Oct., General.—Meyer & Co.

VICTORIA, British steamer, 1,992, John Panton, R.N.R., 29th October,—Tacoma 2nd Oct., Victoria, B.C., 3rd, Yokohama 21st, Kobe 23rd, and Moji 24th, General.—Dodwell, Carlill & Co.

SAILING VESSELS.

AMY TURNER, American bark 953, Warren, 2nd October,—Honolulu 24th August, Kerosene Oil.—Order.

BARCORE, British ship, 2,041, Lee, 7th October,—Cardiff 12th June, Coals.—Order.

CALEB CURTIS, American schooner, 35, Brake, 5th June,—Yap (Caroline Islands) 29th May, General.—Order.

LILLIAN L. ROBBINS, British ship, 1,699, E. E. Robbins, 12th Sept.,—New York 21st April, Petroleum.—Order.

LIMA, German bark, 461, Albrecht, 5th August,—Albany (W.A.), 13th June, Sandalwood.—Jardine, Matheson & Co.

SUSQUEHANNA, American ship, 2,628, Sewall, 19th July,—New York 28th March, Kerosene Oil.—Reuter, Brockelmann & Co.

VELOCITY, British bark, 491, R. Martin, 24th October,—Honolulu 15th Sept., General.—Chinese.

WM. H. SMITH, American ship, 1,908, B. B. Brown, 26th October,—Amoy 24th October, Tea.—Reuter, Brockelmann & Co.

To be Let.

TO BE LET

NO. 5, WILD DELL BUILDINGS (Furnished or Unfurnished). Five Good Rooms situated in the best part of the building.

Apply to

HUMPHREYS ESTATE AND FINANCE Co., Ld.

Hongkong, 9th March, 1894. [329

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," at MAGAZINE GAP.
No. 1, RIPON TERRACE.
No. 8, OLD BAILEY.
No. 9, CHANCERY LANE.
A HOUSE in WEST END TERRACE, BONHAM ROAD.
FLOORS in BLUE BUILDINGS,
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.

GODOWNS:—
BLUE BUILDINGS,
No. 7A, PRAYA CENTRAL.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 10th October, 1894. [21

TO LET.

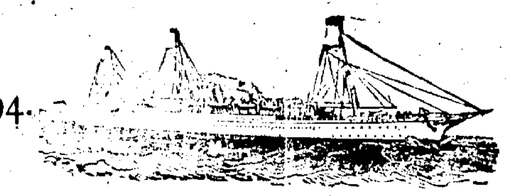
NO. 7, SEYMOUR TERRACE.
OFFICES in Victoria Buildings.
GODOWNS in WANCHAI at the back of McGREGOR'S BARRACKS.

DAVID SASSOON, SONS & Co.

Hongkong, 8th October, 1894. [20

Notices

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.  1894.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th November.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 26th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd January, '95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £190.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 31st October, 1894. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Wednesday, 7th Nov., at Daylight.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Wednesday, 28th Nov., at Daylight.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Wednesday, 12th Dec., at Daylight.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on WEDNESDAY, the 7th Nov., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, 30th October, 1894. [1

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Wednesday, 21st Nov., at Daylight.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Wednesday, 19th Dec., at Daylight.

Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Wednesday, 9th Jan., at Daylight.

THE Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, 31st October, 1894. [2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG,

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES &c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th July, 1894. [700

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th June, 1894. [8

Notices

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	Tuesday	November 6th.
Tacoma	Tuesday	December 11th.
Sikh	Tuesday	January 1st.
Victoria	Tuesday	January 22nd.
Tacoma	Tuesday	February 26th.

THE Steamship

"VICTORIA,"

Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 6th November, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 19th October, 1894. [4

Intimations.

FLOUR.

IF YOU WANT GOOD BREAD
USE

AND TAKE NO OTHER.

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCK MAKERS. A great variety in Fancy Goods and Optical Instruments. Novelties received by every Mail.

10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

'769)

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—awarded the highest Prize at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. '698

G. FALCONER & CO.

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. '697

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1894. [492

DENTISTRY.

DR. J. SAKATA (from Japan),
Mr. SUI SANG,
DENTAL SURGEONS.
55, Queen's Road Central.
First Class Dentistry and Moderate Fees.

Consultation Free.

Hongkong, 9th April, 1894.

SIEN TING,

SURGEON DENTIST,
No. 10, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1894. [1014

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.

Hongkong, 27th July, 1891. [127

Printed and Published by ROBERT FRASER, SETTING-No. 4, Pedder's Hill, in the City of Victoria, Hongkong.